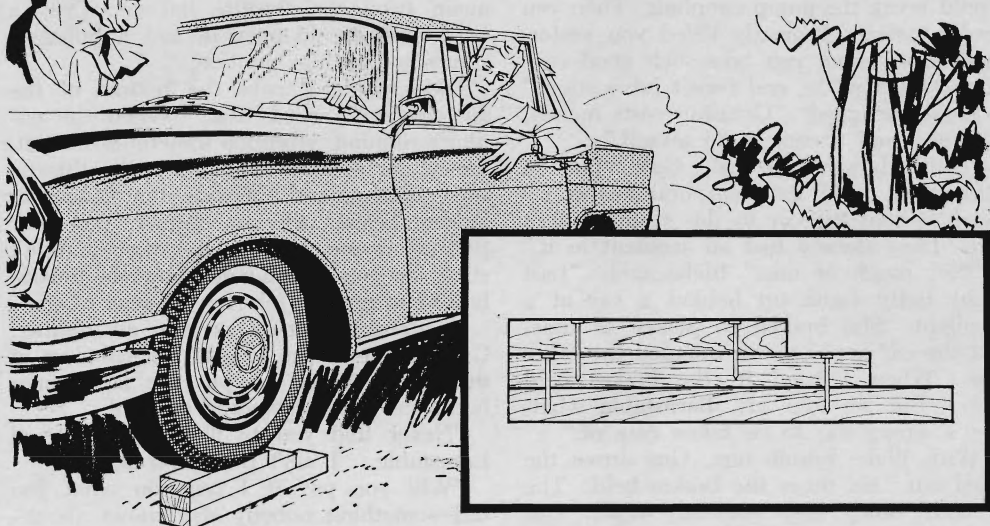




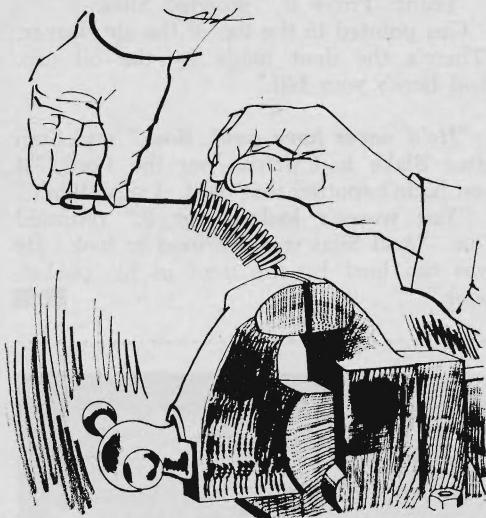
Hints from the Model Garage



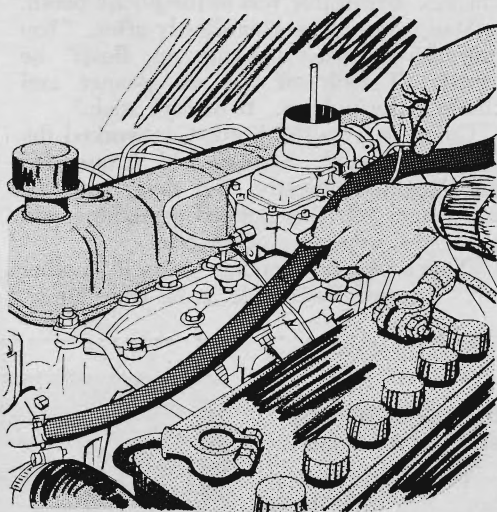
Lifting your car off the ground so you can work under it comfortably need not be hard. Auto-lift blocks assembled by nailing scrap two-by-fours or, better yet, two-by-sixes or two-by-eights, to form ramps with flat tops do the trick. If you plan to lift only one

wheel, two-by-fours will do, but for both front or rear wheels, the wider ramps are less apt to topple and are safer. The blocks shown are 17, 22, and 27 inches long. They raised the car off the ground enough to make dropping the pan easy.

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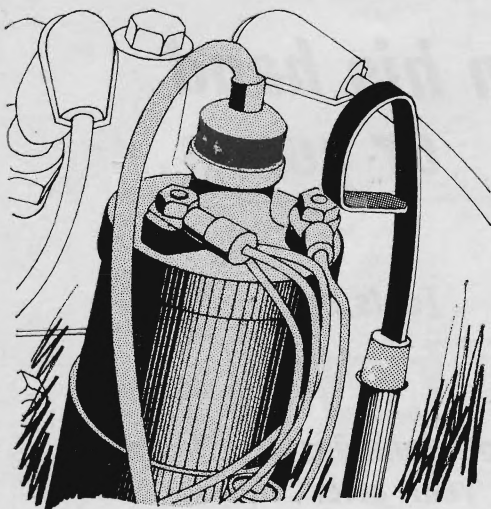


Expanding a heavy spring that works under tension, like a Chevrolet clutch-return spring, calls for a special tool. Bending the spring and wedging it open with flat washers does it. With the spring in place, depress the clutch and the washers will fall out.



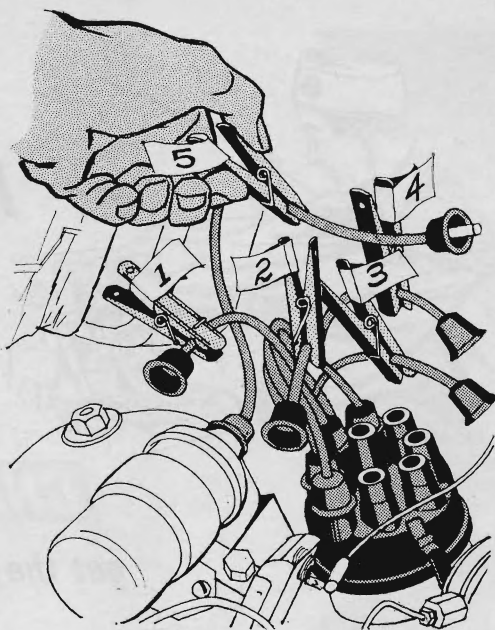
Improve short-trip economy by rerouting a heater hose so it touches the choke thermostat housing. Heat from the hose keeps the choke from closing during the short pause between errands so the engine uses less fuel and cylinder bores wear less rapidly.

More Hints from the Model Garage



A mysterious engine miss can be traced to the dipstick on some late-model Studebakers and other cars. If the stick is not completely pushed home and the loop of the handle is by mischance turned the wrong way, it can short out the coil primary wire.

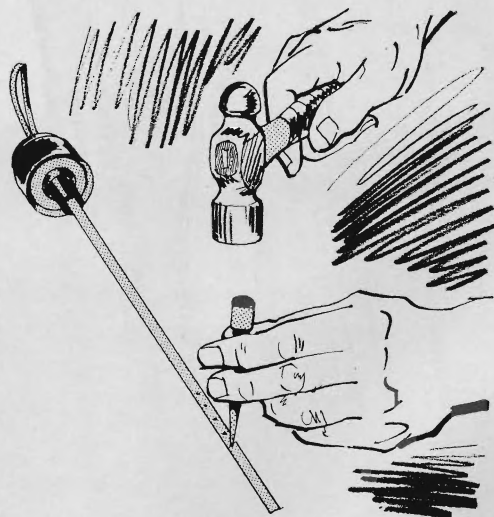
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Distributor-lead order can easily be mixed up when replacing wires in a V-8 distributor cap or replacing the cap. Eight numbered spring-type clothespins make it easy to keep track of which wire goes where if you have to remove them all at once.



Spots on white convertible tops can be hard to remove. Solvents often leave a dark ring. Many spots can be taken out with a soft pencil eraser or "soap" eraser. Simply rub the spot, which should remove the stain without smearing or leaving a mark.



Reading oil level with clean oil on the dipstick often can be difficult. Make it easy by prick-punching a series of dents in the dipstick. Oil will collect in the punch marks and show the level clearly. Small drilled holes work even better for visibility.